

MARKET WRECK

THE WEATHER

Looks cloudy
Rain tonight & tomorrow
High 52, low 42
Wind S.W. 10 to 15
Barometer 30.2

BOSTON AMERICAN

VOL. 9—No. 29. BOSTON, THURSDAY, APRIL 18, 1912. PRICE ONE CENT.

NIGHT EXTRA
5TH EDITION

SHOTS GIRL AND HERSELF

**Jealous Admirer Fires Bul-
let Into Young Woman's
Head and She Runs Down
Six Flights of Stairs,
Dying in the Street.**

Miss Ida Martin, seventeen years old, of 25 to Bevers street, West End, was called from her work at No. 123 Kingston street today and shot by a young man who killed himself immediately afterward. Jealousy caused the murder and suicide. The girl staggered down the six flights to the street with a bullet in her head, reaching the Fifth Medical Hospital across the street, she died before she got there.

The body of the murderer, who had shot himself through the heart, was taken into the office of Miss Martin's employer, Markworth Paul & Mark, dress manufacturers.

Papers and letters found by Markworth Paul & Mark in the pockets of the murderer indicate he was Julius L. Housh of Broomfield, N. Y. Girls in the factory said Miss Martin knew a Brooklyn youth named Julius, and he was much in love with her. Recently Miss Martin, it is said, met another young man who became jealous. The Brooklyn admirer heard about it and came to Boston. He watched her going home from work and sent her threatening letters.

At 8:10 a. m. a young man of about twenty-two years, very nervous, staggered into the elevator at No. 123 Kingston street and rode to the sixth floor. He got out in a little square hallway, with one door leading into the office and another door into the street. The caller went to the employer's window, and asked to see Miss Martin, who was summoned.

The caller, his revolver in his hand, remained in the hall. The girl appeared through the factory and opened the door on the elevator landing, without seeing anyone. She stepped out, and ran down the stairs, the factory in the rear. The dying girl staggered down the six flights and was found for the hospital when death overtook her.

**ACUSHNET WAITS
ORDERS TO GO AND
MEET CARPATHIA.**
By GEORGE BRITT,
Special staff correspondent of the Boston American.

ON BOARD REVENUE CUTTER ACUSHNET, New Bedford, April 18.—The Acushnet remained coiled and in readiness all night to go out and meet the Carpathia, but failing to receive orders to do so, proceeded into Wood's Island.

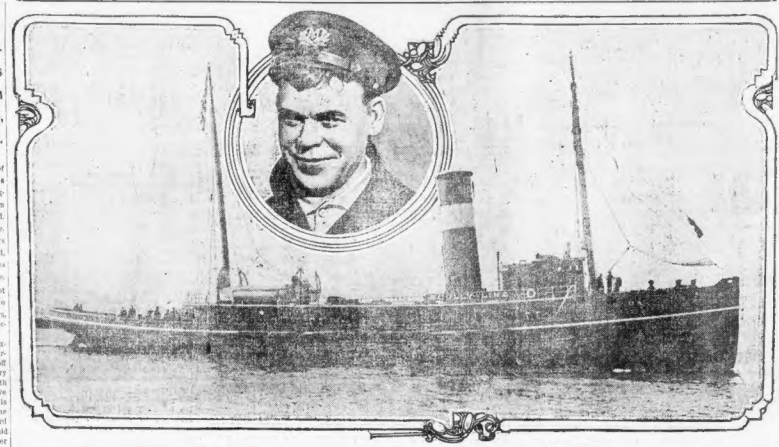
Repeated efforts were made today to get the Carpathia by wireless, but not a single response could be obtained by the Acushnet's operator, William Hittman. We are in communication with the wireless station at Gloucester, and that station, with important messages for the Carpathia, was unable to reach the ship bound to New York with the Titanic's survivors.

**PENNSYLVANIA R. R.
OFFICIAL, THAYER, IS
GIVEN UP AS LOST**
PHILADELPHIA, Apr. 18.—Hopes that John H. Thayer, second vice-president of the Pennsylvania Railroad, captured death on the Titanic, upon which he, his wife and his son, John, Jr., were passengers, has been virtually abandoned. It is reported that a wireless dispatch has received here today from Mrs. Thayer on the Carpathia, stating that her husband went down with the ship, but that she and her son were rescued.

DINE AT HOTEL MAXIM'S
TODAY
Most elaborate dinner, 10-21-23 HARRISON AV.
Between Union and South Sts.

American Tug to Meet the Rescued Famous Jack Binns Will Flash Story

AMERICAN'S TUG, MARY F. SCULLY, ON WAY TO MEET CARPATHIA, AND JACK BINNS, WHO WILL SEND STORY



FEAR RIOT IN NEW YORK WHEN SURVIVORS LAND

NEW YORK, April 18.—It is feared that the landing of the survivors of the Titanic will be accompanied by a riotous scene unless extraordinary arrangements are made. Already a throng has gathered in the vicinity of the Cunard pier where the Carpathia is expected to land her passengers tonight or tomorrow morning. By nightfall the countless thousands were expected to block all entrances to the pier.

PIER ACCOMMODATES 1,200; PASSES NUMBER 4,000.
The Cunard pier will accommodate 1,200 passengers, and the survivor of the port has been 4,000 passengers, most of them to people who have no business on the pier.

Now the Cunard line has announced that it will honor no customs passes and bed-linen is none.

What arrangements, if any, the Cunard and White Star are making to prevent the arrival and departure of survivors from the pier, and if they have not been arranged, it is feared that the pier will be a scene of confusion.

Accommodations have been secured at most of the big hotels by the White Star line, and survivors who do not find friends on the pier will be conveyed there by motor cars.

Mayor Thayer has come to the conclusion that the situation is going to be appalling, and he has ordered out police to handle the mob and prevent a riotous rush for the pier.

There are rumors that the survivors may be landed at Ellis Island, or at one of the Hudson piers instead of at the Cunard pier, but nobody can be found to confirm them.

REPORTERS, SIGNAL MEN AND SURGEON ABOARD CRAFT RUSHED TO LINER.

The ocean-going tug Mary F. Scully of Newport, chartered by the AMERICAN and other New York newspapers, is speeding out toward the Carpathia today to get in wireless communication with the rescue steamer.

Jack Binns, the expert operator, whose "C. Q. D." call from the steamer Republic of the White Star line brought the Battle to the relief of the Republic after the latter's collision with the Florida two years ago, he is in charge of the wireless apparatus on the Scully.

Bert Ford of the AMERICAN staff of reporters, who has had particular experience in marine news, is aboard the Scully to handle the reportorial end of securing and transmitting news to Boston.

Will Get First Details.
Photographers, signal men and moving picture operators are on the Scully, all bent on securing first details possible of the Titanic disaster.

Archie Gaps, a first class signal man in the United States Navy, and Arthur Lush, a signal man in the Naval Reserve, are on board to transmit messages by "wig-wag" system as soon as the Scully comes within range of the Carpathia.

The Herald's newspaper obtained the services of Gaps within a few hours after he arrived at the Brooklyn navy yard from the command of the Brooklyn navy yard. He is an expert with a signal flag, and will be of material service in obtaining information for readers of the AMERICAN.

Surgeon Is Aboard.
The AMERICAN, searching for a dispatch boat equipped with wireless apparatus, found the Scully at Newport, and promptly chartered her. Within an hour after the boat was chartered arrangements had been perfected under which Binns was to take charge of the wireless apparatus, and the two boat signals available in this port were on their way with a staff of reporters to get on to sea to pick up the Carpathia.

At the first detailed account of the trouble, the docking of the vessel may be delayed until tomorrow because of the confusion and excitement which would follow the landing of the passengers at night.

Cunard officials are of the opinion that it will be better to allow the survivors to land in daylight. All are in a highly nervous state, and the officials of the company want to preclude every possibility of further trouble.

Fog might prevail over the harbor tonight, which would compel the ship to anchor until Friday. It was foggy today and rain was steadily falling.

At the first detailed account of the trouble, the docking of the vessel may be delayed until tomorrow because of the confusion and excitement which would follow the landing of the passengers at night.

TITANIC SANK BEFORE ALL THE PASSENGERS COULD BE TAKEN OFF

Many Lifeboats Went Down With the Wrecked Steamship; No Other Ship Than Carpathia Sight at the Time of Crash

WASHINGTON, April 18.—EVERY OFFICER OF THE TITANIC COMING IN ON THE CARPATHIA WILL BE PRACTICALLY PLACED UNDER ARREST. A SUB-COMMITTEE OF THE COMMERCE COMMITTEE OF THE SENATE IS ARMED WITH SUBPOENAS.

WELLFLEET, MASS.—APRIL 18.—A WIRELESS MESSAGE PICKED UP HERE TODAY STATED THAT 100 BODIES HAD BEEN RECOVERED

NEW YORK, April 18.—VICE-PRESIDENT F. A. S. FRANKLIN OF THE WHITE STAR LINE SAID THIS AFTERNOON THAT THE CARPATHIA WOULD DOCK BETWEEN TEN AND ELEVEN O'CLOCK TONIGHT. HE FIGURED THAT THE CARPATHIA SHOULD REACH SANDY HOOK ABOUT 8 O'CLOCK.

The Boston AMERICAN today received two wireless messages from the Cunard steamer Carpathia, which is carrying to New York the survivors of the Titanic, which tell for the first time the horrors that followed the crash of the giant ship against the huge iceberg that conquered her and sent her to the bottom of the sea.

The first message told how 200 sailors, caught like rats in a trap, were drowned while asleep in the bow of the ship.

The second message contained this startling information: "PASSENGERS WERE BEING REMOVED WHEN THE TITANIC SANK."

"MANY LIFEBOATS WENT DOWN WITH THE WRECKED STEAMER."

"IT WAS IMPOSSIBLE TO REMOVE ALL OF THOSE ON BOARD IN TIME."

"THERE WAS NO OTHER SHIP IN SIGHT."

To this message, which was sent from the Carpathia shortly before noon, was added this additional information about that vessel: "Heavy winds and fog. Proceeding slowly."

Earlier in the day the AMERICAN received the story of Captain R. H. Rostron of the Carpathia, which was wireless direct to the Highland Light station and relayed by land wires to Boston.

"I know for sure there were no other lives saved except those that I have on board. I have not the body of Colonel John Jacob Astor aboard. Mrs. Astor is very ill. Dangerously ill. Over 100 are sick in the hospital."

"When the collision occurred about 200 sailors, sleeping in the

A GREAT FICTION BOOKLET FREE.
A whole library of the greatest stories ever written, printed in booklet form, will be given free with EVERY COPY of SUNDAY'S AMERICAN.

Continued on Page 2, Column 1.

Next Sunday's AMERICAN will have the BEST PHOTOGRAPHS and the BEST ACCOUNTS of the WRECK OF THE TITANIC. Just what happened immediately after the vessel struck the iceberg, TOLD BY SURVIVORS. Tales of heroism, of partings, of terror, of struggles, BY MEN AND WOMEN WHO WERE EYE-WITNESSES. To get these stories and these pictures, told and printed in a way to set a NEW MARK IN JOURNALISM, you MUST HAVE THE SUNDAY AMERICAN. To make sure of getting a copy, better speak to your newsdealer to-day

FEAR NOT WHEN SURVIVORS LAND

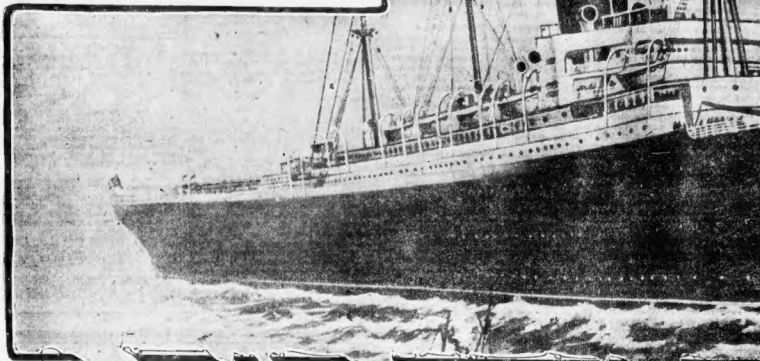
CARPATIA AND COMMANDER, CAPTAIN R. H. ROSTROM, WHO SAVED HUNDREDS OF PASSENGERS FROM TITANIC.

Captain Rostrom is a soldier and a hero as well as commander of an ocean liner.

He wears a medal for capturing a Boer battery in the South African war. Captain Rostrom is one of the youngest captains in the Cunard fleet. He has been around the world five times. He began as first mate on one of the small Cunard steamers fifteen years ago and has risen steadily in rank and honors.

He was given command of the Carpathia, a 13,600-ton vessel. The Carpathia plies between New York and the Mediterranean.

The commander of the Carpathia had to drive the vessel across an ocean territory made perilous by icebergs, as the disaster of the Titanic only too tragically emphasized.



PHOTOGRAPH BY UNDERWOOD AND UNDERWOOD N.Y.



RELATIVES CLAMOR FOR PASSES AT CUNARD PIER WHERE CARPATIA DOCKS.

Continued from First Page.

Their destruction will be notified with the survivors leave the rescue ship.

10 DAYS
of Our Great Sale of
TORIC LENSES
Open Friday 10-3



The advantage of Toric lenses above flat lenses is that by their curved surface they permit the light to get closer to the eye, without the eyeglasses touching them, giving the wearer a larger field of vision, and absorbing incoming rays of light.

Special Prices on 1.00 TORIC LENSES for \$1.00
\$6.00 Glasses for \$2.50

These glasses are mounted in the latest solid working, unbreakable mounting, with or without rims. Eyes Examined FREE

Our custom guarantee outfitting eye to have your glasses refitted free of charge for life.

Cline
37 TREMONT STREET
3 Doors From Brimley & Co.
Open Evenings. In One Flight.
Hours: 9-7, Saturday 11-5 P.M.

Hang Your Clothes in



For lining trunks and wrapping clothes use

TARINE MOTH BAGS

Sold at all department and drug stores

CITY OF BOSTON

REGISTRATION OF VOTERS

Registration will be held at the central office of the Board of Election Commissioners, 100 State Street, Boston, April 20th, Monday, from 9 a. m. to 10 p. m.; April 21st, Tuesday, from 9 a. m. to 10 p. m.; and from 6 p. m. to 10 p. m. on April 22nd, Wednesday. The Special Primary will be held in Ward 18 will close on Saturday, April 20th, at 10 p. m.

Registration for the Presidential Primary will close on Tuesday, April 23rd, at 10 p. m.

Registration will be held Tuesday, April 23rd, at the Central Office, 100 Summer Street, from 9 a. m. to 10 p. m.

Registration for the Special Election will be held in Ward 18 will close on Saturday, April 20th, at 10 p. m.

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her cooling has been eagerly heralded since news was first flashed that the Carpathia liner had picked up the survivors.

Members of the sailing firm of J. H. Morgan & Co., which is heavily invested in the International Mercantile Marine Company, owners of the White Star Line, and representatives of the Cigarette Manufacturers Association, who had been heard to say newspaper representatives.

Finally a compromise was effected. It was admitted by both Cunard and White Star that the strongest influence was being brought to bear to prevent all news from getting out of the Carpathia.

A number of ambulances have been ordered to meet the Carpathia. The United States government waived the customs regulations of the Carpathia in view of the fact that she has not touched a foreign port since she left.

This was done with the further view of expediting docking and unloading.

James J. Stred, assistant to the president of the Cunard line, announced that the specially chartered vessel would probably arrive at the Carpathia in New York Bay, and that the Carpathia would be permitted to get all the information from Captain Rostrom possible and flash it abroad.

There was a tremendous demand for passes from the Cunard line today in view of the fact that the Carpathia was expected to arrive at the Cunard pier could be received.

Scores of these seeking passes were sent to the Cunard line, and in some cases the vessels had no further hope than the fact that the Carpathia was expected to arrive at the Cunard pier could be received.

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litter on Merchant Marine to testify concerning the number of lifeboats on the Titanic.

Customs Rules Waived.

Rumors that the Carpathia would be held up were dispelled when Vice-President A. S. Franklin of the International Mercantile Marine Company issued an announcement that she would sail at noon today. It was reported, however, that he might be true-shipped at sea.

H. Franklin, blue-tongued, secretary of the Treasury, said in a statement sent to the collector of Customs, announcing that customs regulations would be waived.

"There is, however, no obstacle, so far as the government is concerned, to the landing of the Carpathia by friends of survivors and by representatives of the press, provided the consent of the owners of the Carpathia is obtained. If the authorities of the Cunard line are willing that representatives of the press and relatives should board the Carpathia before her arrival the department will, upon being so advised by the Cunard company, authorize the use of a cutter for this purpose, but thus far the Cunard company has taken the position that it will be impossible for anyone to board the ship prior to her reaching the dock."

The White Star officials announced that arrangements have been made between the company, Commander of Immigration, William and Mayor Gurnee for carrying the third-class survivors in the city's municipal building homes. Those who were in financial distress or without aid or friends or relatives would be sheltered by the city. It was said that their could be no employment or other relief.

Titanic survivors today had placed at their disposal the free and exclusive use of a ward in St. Luke's Hospital, accommodating sixty. With this offer goes an ambulance and medical service at the pier when the Carpathia lands. This offer was made to Vice-President Franklin of the International Mercantile Marine Company by Mrs. W. A. Bassett, wife of Dr. W. A. Bassett, of 27 West Fifty-eighth street, who was heartily accepted by Mr. Franklin.

Mrs. Bassett said she personally would furnish clothing for fifty survivors.

Vice-president Franklin is being flooded with offers of aid in caring for the survivors. These offer came from hospitals, luncheon societies and city officials, all of whom express willingness and readiness to care for the refugees. The municipal building now has accommodations for between 200 and 250.

Mr. Franklin asserted that he had heard nothing to indicate how the accident occurred, and that nothing positive would be known until the Carpathia docked.

Asked whether he had received messages from President Taft, who is aboard the Carpathia, he replied that such was his own view of a personal nature.

Mr. Franklin said he had not been officially advised of the physical condition of the survivors aboard the Carpathia, but that single provision was taken to have substances and physicians on hand to meet the Carpathia, because the hardships that must have been endured by the half-

dead women and children from exposure in the latitude in which the Titanic sank.

The stock exchange today passed a resolution providing for the appointment of a committee to receive suggestions for the survivors.

CUTICURA SOAP
SHAVING STICK
For Tender Faces

Indispensable for those subject to redness, roughness, and other blemishes of the skin. A shaving luxury. No soap ever so easy, so gentle, so smart, so sure, so economical. It is the only shaving soap that is not only a skin soother, but a skin soother.

Address "Cuticura," Dept. 28, Boston.

Indispensable for those subject to redness, roughness, and other blemishes of the skin. A shaving luxury. No soap ever so easy, so gentle, so smart, so sure, so economical. It is the only shaving soap that is not only a skin soother, but a skin soother.

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You CAN beat this hand—You CAN NOT beat our prices—

Special for the 19th—5000 Blue Serge Suits

Our Prices 9.90 12.90 14.90 17.90 and 19.90

WE MAKE A SPECIALTY OF THESE SUITS AND THEY ARE POSITIVELY THE GREATEST VALUES IN THE CITY OF BOSTON. SILK, SERGE AND VENETIAN LINING

SEE OUR 18 BIG SHOW WINDOWS FOR THE LARGEST DISPLAY OF FANCY MIXED SUITS IN BOSTON; WHEN YOU SEE—YOU'LL BUY

WE ARE NOT IN THE "HIGH RENT" DISTRICT AND CAN SAVE YOU \$3.00 TO \$5.00 A SUIT

OUR BOYS' DEPARTMENT—ONE ENTIRE FLOOR

MOTHERS! Save Time—Save Money—Save Energy—COME HERE. Black, Blue and fancy Suits, 3 to 17 years, worth \$4.00 to \$10.00. OUR PRICE \$1.98 to \$6.98 THOUSANDS OF BOYS' HATS AND CAPS.

A Big Dept. JAMMED FULL of HATS & CAPS

Let us save you MONEY

\$3.00 Hats 1.90

\$7.00 Caps 3.90

F. GRAY & CO.

WASHINGTON & HANOVER ST.

4000 Pairs of Pants

\$3.00 Kind...1.98

\$4.00 Kind...2.49

\$5.00 Kind...3.90

Come and be convinced.

White Star Authority Says "Hidden Spikes" of Berg Ground Bottom of Titanic.

NEW YORK, April 18. An official statement of the White Star line today says that the Titanic was not hit by a mine or by a torpedo, but by a "hidden spike" of berg ground.

The Titanic was not hit by a mine or by a torpedo, but by a "hidden spike" of berg ground. The Titanic was not hit by a mine or by a torpedo, but by a "hidden spike" of berg ground.

It is probable that the six survivors of the Titanic were not killed by a mine or by a torpedo, but by a "hidden spike" of berg ground.

Established 1879. Only 3 Days of Final Clean-Up. Ends Saturday Night. Only three days of opportunity. It'll pay you handsomely to anticipate your next season's needs. Every suit and overcoat of heavy goes. Many light enough for late Spring wear.

Have You Seen the Clever New Short, Belted Spring Top Coats? You probably have, for men who patronize the most exclusive, most expensive Merchant Tailors, and GEORGES COSTUME. The ready-made suits will have them next season. You'll find them here now in all the newest Spring shades, brown, blue, Bordeaux shades, and black and gray.

Only one evidence of hundreds that we can show you in proof of our assertion that every one of our ready-made suits is made of Ready-made in style. Over 2000 Suits, Making Prince Albert, Dress and Tuxedo Suits, Spring Overcoats, \$12 to \$40.

NEW ENGLANDERS ON TITANIC.

RESCUED. APPLETON, Mrs. E. O., of New York, sister of Mrs. John Murray Brown. BROWN, Mrs. John Murray, of Acton. CORNELL, Mrs. Robert C., of New York, sister of Mrs. John Murray Brown. CUMINGS, Mrs. J. Bradley, daughter of George Thayer of Brookline. EUSTIS, Miss Elizabeth M., of Brookline. FUTRELL, Mrs. Jacques, of Scituate. HALVERSON, Mrs. Alexander O., formerly of Boston. HARPER, Mr. and Mrs. Henry S., and maid servant, of Hotel Westminster. KIMBALL, Mr. and Mrs. Edwin Nelson, of Beacon street. (Both are believed to be on the Carpathia.) LOVELLY, Miss Gertrude P., graduate of Quincy Mansion School. MAGEE, Thomas F., of Cambridge. NEWELL, Misses Madeline and Marjorie, of Lexington, daughters of President A. W. Newell of the Fourth National Bank of Boston. OSTBY, Mr. and Mrs. E. C. of Providence. OSTBY, Miss Helen R., daughter of E. C. Ostby. STEPHENSON, Mrs. W. B. of Haverford, Pa. sister of Miss Elizabeth M. Easton of Brookline.

NOT HEARD FROM. CLIFFORD, George G., of Stoughton, president of Belcher Last Company. HILLARD, Herbert Henry, of No. 42 Hichborn street, Brighton. MCCARTHY, Timothy J., of No. 52 Nelson street, Dorchester. NEWELL, A. W., president of the Fourth National Bank of Boston. FUTRELL, Jacques, of Scituate. PORTER, Walter, chemist, of Worcester. MAGUIRE, John E., of Winchendon and Boston. WHITE, Mr. and Mrs. Richard F., maid servant and maid servant, all of Winchendon and Hotel Somerset. CUMINGS, John Bradley, of Boston and New York, who married Miss Florence B. Thayer of Brookline. HALVERSON, Alexander O., formerly of Boston. LONG, Milton C., of Springfield and Lowell, son of Judge Long of Springfield Probate Court. MILLIT, Frank D., artist, formerly of Mattapoisett and Boston. MOORE, Clarence, of Beverly and Washington. BURGIE, Jeremiah, who planned to live in Charlestown. HEGARTY, Miss Nora, who left her home in Ireland, planning to live in Charlestown. HONCAREK, Mrs. Omie, and her two children, who were to join relatives in Boston. LIND, Nils Sigmond, who left Sweden to come to Boston. MEISNER, Simon, who expected to make his home in Salem. BARTON, John or David, who planned to join his son in Boston.

spine probably had the aquatic center of the Titanic. The Titanic was not hit by a mine or by a torpedo, but by a "hidden spike" of berg ground.

Clergyman's Son Cured of Tuberculosis. A young man, a son of a clergyman, who was suffering from tuberculosis, was cured of his disease. The young man, a son of a clergyman, who was suffering from tuberculosis, was cured of his disease.

Marry Me, Girlie. WILSON BROS. 384 Washington. Corner Franklin. All Stores At. 41 W. 3rd Street. Between Franklin and 5th St. PROVIDENCE, PHILADELPHIA, BOSTON, NEW YORK.

NEW ENGLAND PASSENGERS WHO ARE REPORTED SAVED OR LOST

Of the forty-five passengers on the Titanic who were reported as saved or lost, the following are the names of the passengers who were reported as saved or lost. The names of the passengers who were reported as saved or lost are listed below.

HOPE SHATTERED AND LATEST MESSAGES. NEW YORK, April 18. The news that the Titanic had been sighted by the Carpathia, which was reported to have been sighted by the Carpathia, has shattered the hopes of the passengers who were reported as saved or lost.

REV. J. S. HOLDEN KEPT BY ILLNESS OF WIFE FROM SAILING. Rev. J. S. Holden, of the First Baptist Church, was kept from sailing by the illness of his wife.

SO TIRED OF TIRED FEET? Use TIZ for Instant Relief. Get the "Tired" Out in a Few Minutes. TIZ Makes Your Feet Sore-Proof and Tired-Proof. Send for FREE Trial Package of TIZ Today.

BODIES OF ALL VICTIMS WENT TO BOTTOM WITH SHIP, SAYS PROFESSOR. BOSTON, April 18. It is believed that the bodies of all the victims of the Titanic disaster went to the bottom of the sea with the ship.

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The Californian May Bring Bodies to Boston Tomorrow.

The Californian, which may have the bodies of some of the passengers of the Titanic on board, is due to arrive in Boston tomorrow. The Californian is a ship of the Pacific Mail Steamship Company.

Home, Yet Admired and Envied; Her Secret. The Californian, which may have the bodies of some of the passengers of the Titanic on board, is due to arrive in Boston tomorrow.

Wear O'Sullivan's Heels of New Live Rubber for Easy Walking. O'Sullivan's Heels of New Live Rubber. Your shoemaker and only Fifty Cents.

Your Shoemaker and Only Fifty Cents. Any shoemaker has O'Sullivan's Heels of New Live Rubber. You have seen them in his window, each pair in a red and yellow box.

O'Sullivan's Heels of New Live Rubber. When you are driving your body along as a tempo of speed, everything at a high tempo, all depends on the perfect adjustment and harmony of the different delicate parts.

PARISIAN MIGHT HAVE SAVED ALL

Her Wireless Operator Retired Just Before Titanic Sent Appeals.

HALIFAX, N. S., April 18.—One of the terrible "might have been's" of the Titanic disaster came to light today when it was learned from the liner Carpathia, which arrived here, that at the time the Titanic struck, she was but forty-five miles away.

The fact that the wireless operator had started off his power and gone to bed a few minutes before was all that prevented their receiving the first "S O S" in time to put about, return to the stricken ship, and save perhaps every soul on board before the giant liner sank.

Captain Hales of the Carpathia freely discussed this part of his experiences, but declared that there was one matter he could not discuss. From this statement, it is believed he will have important testimony to present at hearings on the tragedy.

Captain Hales said:

"We never received a call for assistance from the Titanic.

"After could you miss it, Captain?" he was asked.

"I relieved the operator about 10:30 and told him to run in the night."

"We never knew that anything had happened to her until after 4 o'clock Monday morning. We sent a wireless message at 10:52 Sunday night, asking to have it relayed in Cape Haze for us as we wished to notify the Allies agents where we were.

"That message was received, for our operator, Mr. Sutherland, received confirmation that it would be sent along. We don't know yet whether it was sent from the Titanic or not.

Operator "Turned in."

"The reason we did not receive any call for assistance was due to the fact that our wireless man, Mr. Sutherland, turned in just after he sent the message to the Titanic. That sent out all hope for help from us apparently.

Sunday night was so clear that the look-out crew reported stars on the horizon shining as brightly as lights of ships."

According to Captain Hales' estimate, the Carpathia was forty-five miles from the Titanic when the wireless operator (who later sent out his "S O S" call at 10:52 Sunday night, operator Sutherland of the Carpathia had within a few minutes at the outside cut off his power and turned in. Had he remained at his post, or had a relief man taken his instrument, the appeal for aid from the Titanic would have been received and the Carpathia immediately headed for the doomed liner.

By the Carpathia's light thirteen knots and could be pushed harder in such an emergency, she could have reached the Titanic more than thirty minutes earlier before the latter sank and probably have rescued the White Star vessel's precious freight to the last man before the great raft took her final plunge.

Rescued None.

When all the facts are analyzed and the details brought out from the chaotic mass that has resulted, it is the opinion of many that Sunday night that cost so many souls travelers their lives, the more apparent it becomes that there was a great deal taken for granted as to what assistance was being rendered to the aid of the stricken Titanic.

The Carpathia did not pass the spot where the Titanic sank.

"We were ahead of the Titanic," declared Captain Hales, "and the south of her. Of course she was coming along at a clip that put ours somewhat to shame, for I have no doubt that she was beginning about fifteen knots in our time. It was due to the fact that she was so far north of us that we wired her to relay a message to Cape Haze, as that point was too far away for our wireless."

"So when she saw her wireless she was rapidly overhauling us. There could be no comparison of weather that far apart, but it was clear for us. However, sometimes it is clear at one spot and not at another within four miles."

"The Carpathia and our best equipped courses. We began to feel the approach of the ice field, and so we swung off somewhat about 9 o'clock that night in the southwest to take the Carpathia's course."

"Had we continued on a straight course and not allowed for the ice the Carpathia had taken the Titanic would have been reached earlier in the evening and the distance between us would not have been so great."

"When the Carpathia and the Carpathia took each other's course, the former would meet and the latter east, that of course brought the Carpathia into closer proximity with the Titanic than any other vessel, and so when she received the call for assistance she promptly swung around and rushed back to the stricken vessel."

"That the horror of the sea may never also a sound of the sea is not at all improbable. Captain Hales made the significant statement that at the time of the Titanic's crash the weather was clear."

"The stars were bright and the sea smooth," he said.

"Would it be possible that an iceberg would lie so low in the water that it would be impossible to see it on a clear night?" he was asked.

"I never heard tell of such a thing," replied the Captain.

Adding to the mystery of how the Titanic on a clear night could run on iceberg is the testimony of survivors.

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ICEBERGS AND FLOES PHOTOGRAPHED BY WIRELESS OPERATOR OURG, OF LA BRETAGNE, ON SUNDAY, NEAR WHERE TITANIC SANK.



"For seven and one-half hours last Sunday the floating ice was visible as far as the eye could carry," said Captain Mace of La Bretagne. "The bergs were like skyscrapers of a distant city. One seemed 500 feet in height. The Titanic plunged into the ice floes that other steamers went to the south of."

THE RESCUED.

Cabin Passengers named	382
Steerage Passengers named	43
Reported on Carpathia, but unnamed	100
Crew (estimated)	160
Total	685

THE MISSING.

First Cabin Passengers	171
Second Cabin Passengers	189
Steerage Passengers	474
Crew	700
Total	1,534

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English People Aroused, Get At the Board of Trade.

LONDON, April 18.—As a result of the Titanic disaster legislation will be introduced to vest the Board of Trade with ample powers to compel all passenger vessels to carry lifeboats sufficient to hold all of their passengers and crews. The first step in this end will be taken Monday when the president of the Board of Trade will be interviewed in Parliament.

The fund for the relief of destitute Titanic victims being raised by the Lord Mayor had been swollen to \$25,000 early today and contributions poured in rapidly. Mayor Gifford of New York has called the Lord Mayor to his sympathy with the relief fund and stated his intention to start a similar fund in New York.

President Bostons of the Board of Trade will be asked Monday as to the extent of power that should be possessed to enforce adequate lifeboat equipment by Colonel (now) Francis M. P. Information will also be asked as to the number and capacity of the Titanic's lifeboats when she sailed from Southampton, the number of passengers she was licensed to carry and the number of passengers and crew she had aboard.

President Asquith will be asked by Douglas Hald if the government is prepared to appoint a committee to inquire into precautions to prevent such disasters and the efficiency of existing Board of Trade regulations.

The necessity and practicability of the use of powerful searchlights on all large passenger vessels also will be taken up. The Inaugural company today contributed \$3,000 to the relief fund.

Special Notice.

Don't Go to Europe For Your Health IT'S SAFER TO REMAIN AT HOME

For Rheumatism, Sciatica and Neuralgia take RHEUMATOL.

We realize that there are worthless and dangerous remedies which are sold everywhere by the help of manufactured testimonials, whose object is to extract gold. RHEUMATOL's purpose is to give relief, and is compounded exclusively of a scientific remedy for those only who suffer from Rheumatism.

Convince yourself. Go to RHEUMATOL. It is the only remedy for Rheumatism, Sciatica and Neuralgia. The remedy that produces results.

You can find it working.

Compounded by the Macdonald Chemical Co., Flatiron Bldg., New York.

The Autocar

"Used in Every Line of Business"



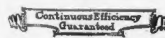
One of the Many Autocars Seen on Boston Streets

MORE than 600 merchants, using from one to seventy-four Autocars each, have adopted our commercial vehicles. They represent every department of trade and their repeat orders are convincing evidence of the important place the Autocar holds in America's business circles.

The Autocar is built from the ground up to withstand the severest tests of hard, daily service in any season of the year. Its notable work in solving the delivery problems of so many of the country's leading concerns has been the principal factor in establishing the value of the motor vehicle for commercial purposes.

Begin your motor delivery service with the car that is endorsed by every owner.

Write for catalog and list of users.



The Autocar Company

FACTORY, ARDMORE, PA.

Established 1897.

Sales and Service Buildings

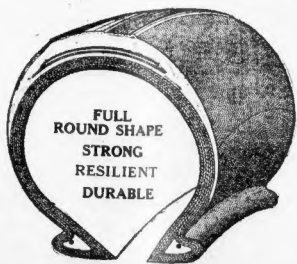
PHILADELPHIA,
236 and Market Sts.

BOSTON,
642 Beacon St. 428-429-432-437 W. 15th St.

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MICHELIN

Quick Detachable Clincher



FULL
ROUND SHAPE
STRONG
RESILIENT
DURABLE

Easily Fits Any Quick Detachable Rim
No Tools Required

901 BOYLSTON ST.

(Phone Back Bay 3304)

BOSTON

WASHINGTON

SEVEN-DAY
Personally-Conducted Tours

April 28, May 10, 1912

Round-Trip Rate from Boston \$38.00

Stop-over at Baltimore, Philadelphia, and New York returning.

For detailed information apply to Boston

Tour to Washington May 25

Rate from New York \$10.00

Pennsylvania R. R.

DR. HEWSON

100 WASHINGTON ST., BOSTON

See Dr. Hewson at the

Sunday 9 to 5, Tel. 29, 101-10

KEEP THIS AD

Any one retaining this ad will receive a special discount on all dental work done at the office of Dr. Hewson.

Best Bridge work, a tooth \$3.00
Pure Gold Crown

No guarantee given to persons who do not retain this ad.

NOTE: HEWSON'S DENTISTS

DR. HEWSON

100 WASHINGTON ST., BOSTON

See Dr. Hewson at the

By "Bud" Fisher

150 TO START

[illegible]

BALDWIN MEETS MARTIN TONIGHT

[illegible]

Bob Fowler, veteran of many grinds, believes that it is about his turn to romp home the winner. Fowler has done much hard work this Spring and is running in fine shape.

The North Dorchester A. A. has a good bunch of entries and this club is expected to have several up with the leaders. Saklad will run under this club's colors. Joe Silva, the New England five-mile champion, will represent the A. A. club. Billy Hackett of Weymouth and several other local boys will also run.

New York will send over its usual list of good performers. Mike Ryan is a classy performer at the 25-mile distance. Harry Smith, Billy Rootes, and John B. Johnson are also expected to show up. John McElroy and Stanislaus Melior will come down from Toronto. Edward Fibre is

of New York and W. H. T. Huhn of Philadelphia defeated C. S. and C. F. Castling of Cambridge, Mass., here yesterday in the semi-final round in the national champion-

Final round in the national championship match in court tennis 6-3, 6-2, 6-0. Gould and Hahn will meet Joshua Crane and G. R. Fearing of Boston, in the final match today.

Sidney Hatch, veteran of many Marathons, will represent Chicago and expects to run up with the first to finish. Frank

[illegible]

April 19th
Strike a Blow for Freedom From 100%
grain and your quality.

Doane's XXXX Rye

is the best Whiskey in the
town for the price. Bottled
for you as it comes from the
distillers at the

75c
Per Quart

DISTILLERY LIQUOR STORE
JOHN S. DOANE S. CO.
149-151 Blackstone St.
OPEN EVENINGS

**THE STORE
THAT
MAKES GOOD**

High. He pitched the whole game against Milton and allowed but three hits. He has a good assortment of breaks and will be the mainstay in the box this season.

The Ardeners have found his stride and pitched Brookline High to victory over Nohle and strength. He allowed but few hits and struck out five men. He was given good support and was never in danger.

* * *

Anderson, catcher for Brookline High, is called "the rocks." He is a big fellow, a dangerous man to be plied two bases and always has the opposing catcher and pitcher worrying.

* * *

The Ardeners High batters gathered only one of the Maiden pitchers, but

[illegible]

ROW PTS

Brookline High has a trio of hard-hitting players in Wallizer, Kellner and Thiel-scher. All three got two-baggers against

"Ty" Cobb of Waltham may be a big man, but still he has a lot of speed. He plays center field and covers a lot of territory.

the Arrow Collar

inspection at your
\$1.50 and \$2.00
& CO., TROY, N. Y.

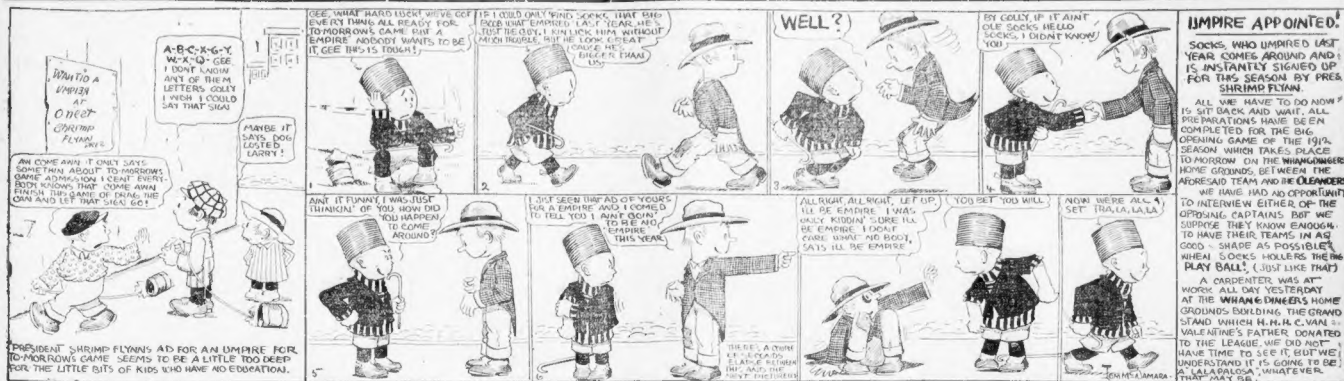
You get the first number of the New Summer Fiction Library in booklet form with every copy of next Sunday's AMERICAN

Us Boys

Soon We'll Have Things Humming

Registered United States Patent Office

By Tom McNamara

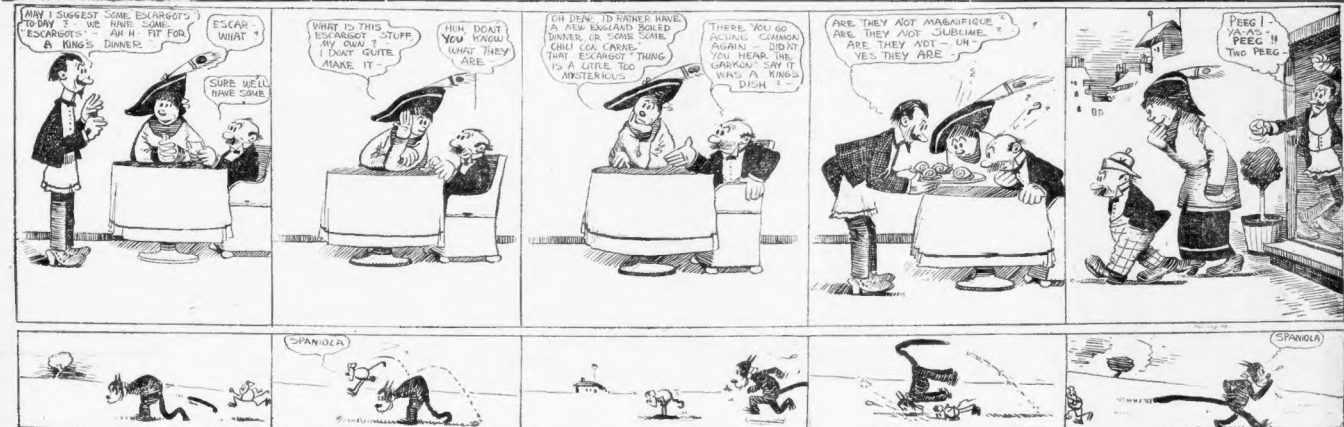


The Dingbat Family

French Is Funny, Is It That It Is Not?

Copyright, 1912, by the National News Association

By Herriman



Desperate Desmond

There May Be Honor Among Thieves, but There's Certainly None in the Villain's Make-up

Copyright, 1912, by the National News Association

By Hershfield



I-THIEF CHALLENGE. With all the anger bottled up for so long, Desmond's right hand reached out and grasped Claude's left hand. He was not to face with the hero when he had been. Weakened by cigarette smoking, he was perfectly. Desmond, who had been in a state of the utmost confidence in her hero, has been justly. Claude, who quickly delivers a brilliant battle will be but a short one when the ground. Claude is not, Desmond who is not, and begins to hammer is greatly delighted by this sudden turn of affairs.

II-HE'S STILL DEFYING. Even while protesting on the snow, Desmond does not abandon hope. His hand sticks into the soft drift and in the snow he feels something hard. It was a sign of a villain and then he should be able to overcome the unarmed, and who foolishly stands near the scoundrel, who is arrested, her hero.

III-THIEF CHAIN. In the snow Desmond has discovered a muddy chain lost by some prisoner who was plodding his weary way along the narrow trail that led to the mines. The villain has a plan for the moment. He is sure that he can escape the scoundrel, the downfall of Claude's hero, who should have ended the villain's life.

IV-SHAKING THE HERO. Swiftly withdrawing the heavy chain from its hiding place in the snow, Desmond gives it a violent flick and it snaps around the legs of our fearless hero. Claude is thus rendered utterly helpless, and it will now be an easy matter for Desmond to gain possession of Desmond once again. Even now the girl protests her belief in her captured sweetheart.

V-THIEF BATTLED HERO. "I'm the best!" cries Desmond, Desmond, and I'm leaving you to the spot! With the heavy chain around his legs in the snow Claude's hero cannot budge as much, and he is perfectly helpless. Desmond is now in a position to escape with the beautiful Desmond. This should be enough to discover any hero, but Claude is a genius. See what happens in tomorrow's picture.

Sherlocko the Monk

The Adventure of the Missing Challenger

Copyright, 1912, by the National News Association

By Gus Mager



Lost and Found.

Lost.—A small, black, and white dog, about 10 weeks old, with a white patch on its chest, was lost on the morning of April 17, 1912, near the corner of State and Washington streets. The dog is very tame and will follow its owner. Anyone who finds it should bring it to the owner's home, 125 State St., Boston, and will be rewarded with \$10.00.

Found.—A small, black, and white dog, about 10 weeks old, with a white patch on its chest, was found on the morning of April 17, 1912, near the corner of State and Washington streets. The dog is very tame and will follow its owner. Anyone who finds it should bring it to the owner's home, 125 State St., Boston, and will be rewarded with \$10.00.

Tours, Travel and Transportation.
The a line of 7 words. 250 display.

CUNARD LINE
Boston, Queensland, Liverpool
Leaves April 23, 9 A. M.
Tel. For 101 403 126 State St.

Special Announcements.
The a line of 7 words. 250 display.

CANCER AND TUMOR
DR. JAMES M. SOLOMON, expert in the treatment of cancer and tumors, has a new and effective method of treatment. He has cured many cases of cancer and tumors, and his method is now being used by many other doctors. He is located at 125 State St., Boston.

Shill, Experienced Physician.
The a line of 7 words. 250 display.

Business Personalities.
The a line of 7 words. 250 display.

Printing.
The a line of 7 words. 250 display.

Astronomy.
The a line of 7 words. 250 display.

Dogs, Cats, Pets, Etc.
The a line of 7 words. 250 display.

Cameras.
The a line of 7 words. 250 display.

Cameras Rented.
The a line of 7 words. 250 display.

Detectives.
The a line of 7 words. 250 display.

Wall Papers.
The a line of 7 words. 250 display.

Learn Automobile Driving.
The a line of 7 words. 250 display.

Automobiles.
The a line of 7 words. 250 display.

For Rent.
The a line of 7 words. 250 display.

Bicycles and Motorcycles.
The a line of 7 words. 250 display.

Free Engine, 5 H. P., Equal to 7.
The a line of 7 words. 250 display.

Machinery and Tools.
The a line of 7 words. 250 display.

The Boston American.
The a line of 7 words. 250 display.

Published Daily and Sunday at 10.
The a line of 7 words. 250 display.

NEW ENGLAND NEWSPAPER PUBLICATIONS.
The a line of 7 words. 250 display.

MALE HELP WANTED.
The a line of 7 words. 250 display.

Golf Salesman.
The a line of 7 words. 250 display.

Trunk Letter.
The a line of 7 words. 250 display.

Alteration Hands.
The a line of 7 words. 250 display.

Waist Makers.
The a line of 7 words. 250 display.

Shipper.
The a line of 7 words. 250 display.

Female Situations Wanted.
The a line of 7 words. 250 display.

Plano and Musical Instruments.
The a line of 7 words. 250 display.

Furnished Rooms to Let.
The a line of 7 words. 250 display.

Apartment to Let.
The a line of 7 words. 250 display.

NEW FIVE-ROOM.
The a line of 7 words. 250 display.

BACK BAY SUITES.
The a line of 7 words. 250 display.

YOUNG ATTRACTIVE OFFICE BOY.
The a line of 7 words. 250 display.

ELM HILL, O'SHAUGHNESSY.
The a line of 7 words. 250 display.

JOHN PATRIOTS' DAY.
The a line of 7 words. 250 display.

FURNISHED HOUSES.
The a line of 7 words. 250 display.

Business Chances.
The a line of 7 words. 250 display.

Board and Rooms.
The a line of 7 words. 250 display.

Want Help?
The a line of 7 words. 250 display.

Male Help Wanted.

Golf Salesman.
A Good Position for One With Experience.
Apply at Employment Bureau, 38 Avon Street entrance and direct elevators to the fourth floor, rear.
JORDAN MARSH CO.

Trunk Letter.
One With Experience Preferred.
Apply at Employment Bureau, 38 Avon Street entrance and direct elevators to the fourth floor, rear.
JORDAN MARSH CO.

Alteration Hands.
On Coats and Suits must be able to alter. Apply to Mr. Abrams, Alteration Dept., 271 Tremont St.

Waist Makers.
Good pay and steady work. Apply at once. 610 W. HEALD CO.

Shipper.
Wanted. Experienced. Apply at once. 610 W. HEALD CO.

Female Situations Wanted.
The a line of 7 words. 250 display.

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BACK BAY SUITES.
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ELM HILL, O'SHAUGHNESSY.
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Business Chances.
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Board and Rooms.
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Martyrs to Avarice and Indifference



Six Hundred Women Lost Their Heroes and Their Happiness in Order That a Few Heedless and Greedy Promoters Might Save the Expense and Inconvenience of Installing an Adequate Life-Saving Service

IT was the duty of the managers and directors of the White Star Line to protect the lives of the people entrusted to their care. They failed to protect them. A great multitude of precious lives were sacrificed. MR. BRUCE ISMAY HIMSELF, THE MANAGING DIRECTOR, ON BOARD, WAS SAVED—WITH THE WOMEN AND CHILDREN.

This simple fact is ground enough for bitter indictment of the White Star Company. It took charge of 2,200 human lives and it made no adequate provision for their protection.

The chairman of the Board of Directors of the White Star Line was on board, and he knew of the danger of taking the short, or northern course, filled with ice floes at this season, but the short course meant a few hours quicker passage, and the new and luxurious and "unsinkable" steamship with 2,200 souls on board was out for a "record" maiden trip to advertise the steamship and the line.

The Titanic has made a "record." It is a record of manslaughter unparalleled in marine history. Her maiden trip will indeed be a memory, one that the White Star Line will never be able to forget, and Mr. J. Bruce Ismay survives to tell how 1,400 lives committed to the care of his line and on his ship perished, while he escaped.

The recklessness, the criminal negligence of the White Star Company in this dreadful instance is important to our present purpose only in its bearing on the practical ways and means of making it safer for Americans to go down to the sea in ships.

The loss of life by the sinking of the Titanic was sheer wanton waste. There was absolutely no need of it.

Ever since the 23d of January, 1909—when the wire-less summoned a dozen great ships to the succor of the stricken Republic—it has been perfectly understood by all sea-going men that the one supreme and indispensable need in case of serious accident at sea is now lifeboats and rafts of sufficient capacity to keep the whole ship's company afloat for a few hours.

What the wireless telegraph can do in bringing speedy help to any ship foundering in the teeming lanes of transatlantic travel has often been proved since. The "S. O. S." cry for help from an ordinary marine wireless is heard surely by every ship within a minimum circle of 250 miles in diameter, and possibly by every ship within 500 miles.

It is therefore simply a question of keeping the survivors of a sinking ship afloat a few hours until succor comes.

Mr. Bruce Ismay and the other managers of the White Star Company understood all this. Why did they neglect or refuse to act upon so simple an understanding?

Why did they spend so many millions for music rooms, swimming pools and other sumptuous superfluities—and slight this simple matter of putting a few dollars into life-rafts? Is the life of a man less important than a luxury?

Is the mere greed for extravagant cabin fares or the vanity of speed records to be made the excuse of multitudinous homicide?

And hereafter it may be depended upon by ship managers that AMERICANS WILL NOT TAKE PASSAGE IN SHIPS THAT SAVE ON LIFEBOATS TO SPEND ON SWIMMING POOLS.

The AMERICAN speaks for millions of Americans in urging Congress and the State Department to make adequate laws for the safety of passengers by sea. The heart of the whole nation has been wrung with sympathy for those who are suffering, and with anxiety lest such agonies should be repeated.

At the instance of this newspaper a bill will be introduced, both in the House and in the Senate, dealing with this matter.

This bill will prescribe that no sea-going vessel shall be permitted to clear from any American port—under any flag—without being equipped in such manner that every human being on board can leave the ship and live, afloat in the water, for many hours.

This new rule of common sense and humanity cannot

be imposed upon ships flying the British flag or the flag of other foreign nations without affecting our existing treaties with these nations. These treaties bind us to respect the life-saving rules made by foreign powers.

But it is plain enough from the fate of the Titanic that we cannot any longer respect the rules that have been made by the British Board of Trade. These rules are now obsolete. They were made for 10,000 ton ships and they never contemplated 40,000 ton ships.

A decent respect for life must BRING ALL OTHER NATIONS TO A SUBSTANTIAL CONCURRENCE UPON ADEQUATE RULES FOR THE FUTURE, AND THOSE WHO DO NOT SUBSCRIBE TO IT MUST KEEP THEIR DEATH-TRAPS OUT OF OUR PORTS.

The Titanic's collision with an iceberg was an accident, and possibly an unavoidable accident. BUT THE AMAZING AND MONSTROUS LOSS OF LIFE WAS NOT AN ACCIDENT AND IT WAS AVOIDABLE.

THE LIVES WERE LOST SIMPLY BECAUSE OF THE DEFINITE AND CALCULATED DISPARITY BETWEEN THE NUMBER OF PEOPLE ON THE SHIP AND THE CAPACITY OF THE LIFE-SAVING APPARATUS.

Twelve hundred lives—lives of men of high quality, who have proved their great worth by their death of heroism and sacrifice—now lie under deep water off the Newfoundland banks, in order that a few ship managers or owners like Mr. Bruce Ismay may have larger dividends.

This great wrong is not to be excused and covered up merely because it is great.

Americans are ashamed to be told that the law in this country can reach only little wrongs, and that wrongdoing on a great scale is too great for the law.

Even a whole international Shipping Trust is, at last and after all, not big enough to drown twelve hundred picked and proven men and escape punishment.